

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. NO.: 3619-01
BILL NO.: HB 2018
SUBJECT: Aircraft and Airports
TYPE: Original
DATE: March 6, 2000

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
General Revenue	(\$0 to \$61,845)	(\$0 to \$67,832)	(\$0 to \$69,531)
Total Estimated Net Effect on <u>All</u> State Funds	(\$0 to \$61,845)	(\$0 to \$67,832)	(\$0 to \$69,531)

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None	\$0	\$0	\$0
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 4 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials of the **Office of the State Courts Administrator** assume the proposal would have no fiscal impact to their agency.

Officials of the **Office of the Secretary of State (SOS)** assume that based on experience with other divisions, the rules, regulations and forms issued by the Missouri Highways and Transportation Commission could require as many as 18 pages in the *Code of State Regulations*. For any given rule, roughly half again as many pages are published in the *Missouri Register* as in the *Code* because cost statements, fiscal notes and the like are not repeated in the *Code*. The estimated cost of a page in the *Missouri Register* is \$22.50, and the estimated cost of a page in the *Code of State Regulations* is \$26.50. The actual costs could be more or less than the numbers given. The impact of this legislation in future years is unknown and depends upon the frequency and length of rules, filed, amended, rescinded or withdrawn. Total costs for FY 2001 are estimated to be \$1,085. SOS officials assume the proposal alone does not require them to hire additional personnel, but the cumulative effect of other proposals that require rulemaking activity may, in the aggregate, necessitate additional staff.

Officials of the **Department of Transportation (MoDOT)** assume the proposal would establish a permit process to allow MoDOT aviation personnel to review proposed tall structures to ensure they do not pose a significant negative impact to Missouri's public use airports. MoDOT officials assume they would need one Airspace Coordinator to receive, process, and evaluate tall structure permits; conduct airspace studies to determine possible impacts from tall structures; work with local government agencies and tall structure applicants to minimize aviation impacts; and, establish an educational program for public use airport owners about airport protection and compatible land uses. Costs to the state's general revenue fund for personal services, fringe benefits, equipment and expense would be \$61,845 in FY 2001, \$67,832 in FY 2002 and \$69,531 in FY 2003.

Oversight notes that the proposal also allows MoDOT to establish reasonable fees for the administration of these provisions. In any given year, Oversight assumes fees charged may or may not offset MoDOT's costs, depending upon the number of permit applications for proposed tall structures that are received and processed in a given year. For fiscal note purposes, Oversight has reflected possible costs to general revenue ranging from \$0 (assuming fees offset costs in total) to the totals shown above for MoDOT's costs (assuming the possibility that no permit applications are received and no fees collected in any one year).

	FY 2001	FY 2002	FY 2003
<u>FISCAL IMPACT - State Government</u>	(10 Mo.)		

GENERAL REVENUE FUND

Income-MoDOT

Permit fees for proposed tall structures	Unknown	Unknown	Unknown
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Costs-MoDOT

Personal services (1 FTE)	(\$38,422)	(\$47,278)	(\$48,460)
Fringe benefits	(\$15,999)	(\$19,687)	(\$20,179)
Equipment and expense	<u>(\$7,424)</u>	<u>(\$867)</u>	<u>(\$892)</u>
Total <u>costs</u> - MoDOT	(\$61,845)	(\$67,832)	(\$69,531)

**ESTIMATED NET EFFECT ON
GENERAL REVENUE FUND**

<u>(\$0 to \$61,845)</u>	<u>(\$0 to \$67,832)</u>	<u>(\$0 to \$69,531)</u>
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	FY 2001	FY 2002	FY 2003
<u>FISCAL IMPACT - Local Government</u>	(10 Mo.)		
	\$0	\$0	\$0

FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

DESCRIPTION

This proposal requires the Highways and Transportation Commission to establish an airspace review and permit process to regulate structures that may be erected within navigable airspace and to ensure that they do not interfere with air navigation. The commission must investigate all permit applications, taking into consideration the safety and welfare of persons and property in the air and on the ground. The commission may approve application for temporary structures if it is evident that the proposed temporary structure will not adversely affect safety or air navigation. Permits may be withheld upon Federal Aviation Administration investigation of any type.

The proposal also contains language concerning location requirements, when a permit is required, time required for making application for a permit, permit exceptions, identification

DESCRIPTION (continued)

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requirements to be noted on permits, notification of denial of a permit, the appeal process upon permit denial, and rule-making authority.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Transportation
Office of the State Courts Administrator
Office of the Secretary of State

A handwritten signature in black ink, appearing to read "Jeanne Jarrett". The signature is stylized with a large initial "J" and a cursive "Jarrett".

Jeanne Jarrett, CPA
Director
March 6, 2000